2004

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

49

King & Queen County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route
Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation Mobility Management Division 2004

Annual Average Daily Traffic Volume Estimates By Section of Route King Queen Maintenance Area

-	1				4	_		Trι	ıck			K	014	Dir	4.4VA/DT	0147
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW
	From:		St Stephens		750/		00/	00/	400/	00/	_	0.400	_	0.500	400	0
14)	King & Queen County	6.14	410	G	75%	1%	3%	2%	19%	0%	F	0.106	F	0.529	420	G
	To: From:	4.04	49-629		750/	40/	00/	00/	400/	00/	_	0.004	F	0.040	040	
14)	King & Queen County	1.81	590	G	75%	1%	3%	2%	19%	0%	F	0.084	F	0.613	610	G
	King & Queen County	9.74	W 49-620 360	G	75%	1%	3%	2%	19%	0%	С	0.106	F	0.568	360	G
(14)	King & Queen County				75%	170	370	270	1970	0%	C	0.106	Г	0.506	300	G
	Ving 8 Output County	49-617 K 5.63	King and Qu 970	een C H	750/	1%	3%	2%	19%	0%	F	0.095	F	0.518	990	G
(14)	King & Queen County	5.05		<u> </u>	75%	170	370	270	1970	0%	г	0.095	Г	0.516	990	G
	King & Queen County	6.81	49-614 2800	G	75%	1%	3%	2%	19%	0%	F	0.096	F	0.533	2900	G
(14)	King & Queen County				13/0	1 /0 7	3/0	2/0	1970	0 /0		0.090		0.555	2900	G
	King & Queen County	SR 3	33 Shacklef 12000	ords G	90%	1%	1%	2%	6%	0%	С	0.087	F	0.66	12000	G
14) (33)	To:		Shackleford		30 76	7	1 /0	2.70	070	076	C	0.007	'	0.00	12000	O
	From:	SR 33 Lev	wis Puller N	Mem Hwy												
(14) Buena Vista Rd	King & Queen County	4.95	3900	G	90%	1%	1%	3%	6%	0%	С	0.099	F	0.649	3900	G
	10:		ester Count													
	King & Queen County	3.30	illiam Cour 15000	nty Line G	90%	】 1%	1%	2%	7%	0%	С	0.082	F	0.645	15000	G
(33)	King & Queen County	3.30		G	90%	170	170	270	170	0%	C	0.062	Г	0.043	13000	G
	King & Queen County	0.14	49-678 14000	G	90%	1%	1%	2%	7%	0%	F	0.079	F	0.650	14000	G
(33)	To:	SR 14 Buena V				7 ' "	1 /0	2/0	1 /0	076		0.079	-	0.050	14000	G
	From:	SR 1	14 Shackelf													
(33) (14)	King & Queen County	1.66	12000	G	90%	1%	1%	2%	6%	0%	С	0.087	F	0.66	12000	G
	From:	SR 14 Suena V	Shackelford		s Fork											
33 Lewis Puller Mem Hwy	King & Queen County	2.61	7400	G	90%	1%	1%	2%	7%	0%	F	0.078	F	0.612	7600	G
	To:	Glouce	ester Count	y Line												
~~~	From:	King W	illiam Cour	nty Line												
(360)	King & Queen County	2.91	11000	G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.71	11000	G
<u></u>	Ta: From:		SR 14			}—										
(360)	King & Queen County	6.29	8900	G	90%	1%	1%	3%	6%	0%	С	0.084	F	0.708	9100	G
<del></del>	To:	Esse	ex County I	Line		<u> </u>										

					King	Queen Ma										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King & Oueen County				From:		49-	616		1							
(600)	1.48	20	R	_							NA			NA		06/11/2003
				To-		49-	617									
				From:		Dead	l End									
601)	1.39	60	R								NA			NA		06/17/2003
				To: From:		1.39 MN	Dead End	1								
601)	0.91	90	R								NA			NA		06/17/2003
				To: From:		49-605 49-605										
(601)	3.40	190	G	97%	0%	2%	0%	1%	0%	С	0.126	F	0.583	200	G	2004
(001)				To:		SR 14										
$\sim$				From:		SR 14	1 East									
601)	1.25	270	R								NA			NA		06/26/2003
				To:		SR	33									
601)	0.13	40	R								NA			NA		06/26/2003
				To:		Dead End; G										
$\bigcirc$	0.00	20	_	From:		Dead End; C	iap Termi	inus			NIA			NIA		00/00/000
601)	0.03	20	R	To:		49-	601				NA			NA		06/26/2003
				From:												
	1.20	40	R	From:		Dead	End				NA			NA		06/11/2003
602	1.20	40	K								INA			INA		00/11/2003
				From:		SR	14									
602	1.00	70	R								NA			NA		06/26/2003
				To: From:		1.00 MI	N SR 14									
602	3.60	20	R								NA			NA		06/26/2003
				To-		49-	614									
602)	3.67	80	G	87%	1%	5%	1%	5%	1%	С	0.194	F	0.539	90	G	2004
				To:		Middlesex (	County Li	ine								
				From:		SR	14									
603	4.39	180	G	92%	0%	3%	2%	3%	0%	F	0.115	F	0.644	180	G	2004
				To:		49-	610									
602	0.86	380	G	From: 92%	0%	3%	2%	3%	0%	С	0.107	F	0.575	380	G	2004
603)	0.00	000	•	To:	070	Middlesex (			7,0	Ŭ	0.101	•	0.010	000	Ŭ	2001
				From:		49-										
(604)	0.70	220	R	_		4,5-	514				NA			NA		06/11/2003
(004)				To:		Essex Co	unty Line	;								
				From:		Dead										
(605)	0.03	20	R	<u> </u>		Deuc	Liid				NA			NA		08/15/2000
(003)				To:		40	C7.4									
	1.31	150	R	From:		49-	5/4				NA			NA		08/15/2000
605)	1.31	130	K	_							INA			INA		00/13/2000
	0.40		_	From:	201	SR		00/	00/		0.000		0.044	070		0004
605)	3.46	950	G	93%	0%	1%	2%	3%	0%	С	0.089	F	0.611	970	G	2004
				To: From:		49-	606									
605	2.00	520	G	93%	0%	1%	2%	3%	0%	F	0.087	F	0.723	530	G	2004
$\overline{}$				To: From:		49-601	SOUTH									
(605)	2.68	170	R	riom.					-		NA			NA		08/08/2000
				To:		SR	14									
				From:		49-	605		1							
606	2.40	110	R								NA			NA		08/08/2000
				To:		49-	601									
				From:		49-	631									
607)	1.10	20	R			.,					NA			NA		06/19/2003
	-	-		To:		49-617	EAST									
				From:		49-617										
607	1.40	30	R								NA			NA		06/09/2003
				To:	-	Essex Co	unty Line	;	-							

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			(1)('	K Factor	QK	Dir Factor	AAWDT	QW	Year
King & Oueen County				From:			49-678		Ī							
608)	0.17	920	G	92%	0%	4%	0%	4%	0%	С	0.096	F	0.607	940	G	2004
	2.73	540	G	To: From: 92%	0%	4%	49-700 <b>0%</b>	4%	0%	F	0.107	F	0.687	550	G	2004
608	2.70			To·	070	49-	609 WEST	1	070	•	0.107		0.007			2004
608	1.89	150	R	From:		49-	609 EAST				NA			NA		10/03/2000
	0.00	40		To- From:		1.89	MN 49-60	9	}		NIA			NIA		40/00/0000
608	0.29	40	R	To:		C	ul-de-Sac				NA			NA		10/03/2000
	0.60	20	- п	From:		Ι	Dead End				NΙΔ			NIA		06/26/2002
609	0.60	30	R	To:			14 NORTI				NA			NA		06/26/2003
609)	0.64	90	R	From:		49-6	514 SOUTE	H			NA			NA		06/26/2003
				To: From:		0.64	ME 49-61	4	ŀ							
609	2.31	2	R	_							NA			NA		06/26/2003
609	0.30	30	R	From:			49-613		j		NA			NA		06/26/2003
·				To: From:			49-611									
609	1.80	2	R	To:		49-603	Gap Termi	inus			NA			NA		06/26/2003
	5.80	180	R	From:			Gap Termi				NA			NA		06/26/2003
609	3.00	100	K	To:			SR 33				INA			INA		00/20/2003
	2.05	440	_	From:	00/	20/	SR 14	40/	00/		0.000	_	0.040	400		2004
610	3.65	410	G	94%	0%	3%	1% 49-609	1%	0%	С	0.093	F	0.816	420	G	2004
610)	1.89	380	G	94%	0%	3%	1%	1%	0%	F	0.103	F	0.568	390	G	2004
	1.19	120	R	From:			49-603		}		NA			NA		09/20/2000
610)	1.19	120	K	To:			49-656		1		INA			INA		09/20/2000
610	2.14	100	R	From:							NA			NA		09/20/2000
<u>(610)</u>	2.30	90	R	To: From:			49-613				NA			NA		09/20/2000
(610)	2.30	30	IX	To:			602 EAST				INA			INA		09/20/2000
(610)	1.40	60	R	From:		49-	602 WEST	•			NA			NA		09/20/2000
				To: From:		49-	614 EAST									
610	0.70	230	G	85%	2%	2%	7%	5%	0%	С	0.087	F	0.714	240	G	2004
610)	0.20	50	R	From:		49-	614 WEST	•	·		NA			NA		09/11/2000
				To: From:		49-	616 EAST									
610	0.85	60	R								NA			NA		06/11/2003
610	0.75	2	R	From:		0.85	MN 49-61	6			NA			NA		06/11/2003
				To: From:			49-615		}							
610	1.70	30	R	To:		49-	616 WEST	,	1		NA			NA		06/11/2003
				From:			49-609									
611)	2.00	20	R								NA			NA		06/26/2003
<u>(611)</u>	1.00	40	R	To: From:		2.00	MS 49-609	9	}		NA			NA		06/26/2003
				To:		SR	14 EAST									

Route	l enath	AADT	QΔ	4Tire	Bus			ıck		(.)(.)	K	QK	Dir	AAWDT	OW	Year
King & Oueen County	Lengui	7701	<b>4</b> 7	-1110	Dus	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	QIV	Factor	AANDI	Q V V	ı cai
	1.60	140	R	From:		SR 1	14 WEST				NA			NA		06/26/2003
(611)	1.00			To		De	ead End									00/20/2000
$\bigcirc$				From:		,	SR 14									
612	0.30	100	R	_							NA			NA		06/11/2003
612)	2.77	10	R	From:		4	19-630		ļ		NA			NA		06/11/2003
(612) (612)				To: From:		49-61	7 SOUTH	[								
(612)	1.53	130	R								NA			NA		06/11/2003
				To: From:			County Lir	ne								
613)	1.10	9	R	From:		De	ead End				NA			NA		06/26/2003
(013)				To:			4 NORTH									
612	4.10	50	R	From:		49-61	4 SOUTH	[			NA			NA		06/26/2003
613)				To:		4	19-610									00,20,200
$\sim$				From:		De	ead End									
614)	1.90	20	R								NA			NA		06/26/2003
	0.90	1100	G	From: 38%	5%	2%	SR 14 13%	42%	0%	С	0.084	F	0.528	1100	G	2004
614)	0.50	1100		To	370		3 SOUTH		070		0.004		0.020	1100	0	2004
614)	1.00	1200	G	38%	5%	2%	13%	42%	0%	F	0.091	F	0.519	1300	G	2004
				To: From:		49-61	3 NORTH	[	ļ							
614)	0.80	1200	G	38%	5%	2%	13%	42%	0%	F	0.093	F	0.515	1200	G	2004
				From:			9 SOUTH					_				
614)	1.30	230	G	38%	5%	2%	13%	42%	0%	F	0.094	F	0.58	240	G	2004
	1.00	140	G	From: 38%	5%	2%	13%	42%	0%	F	0.116	F	0.796	140	G	2004
614)	1.00			To:	070	49-6	10 EAST	1270	070		0.110		0.7 00	. 10		2001
(CA)	4.65	60	R	From:		49-6	10 WEST				NA			NA		09/11/2000
614)	4.00	00		To:			19-615				INA			14/4		03/11/2000
614)	0.70	110	R	From:			19-013				NA			NA		09/07/2000
				To: From:		4	19-604									
614)	3.30	30	R				10. 617				NA			NA		06/11/2003
				To: From:			19-617 19-610									
615)	1.40	30	R				19-010				NA			NA		06/11/2003
				To:		4	19-614									
	6.00	420	-	From:		,	SR 14				NΙΔ			NIA		06/44/2002
616)	6.90	120	R	To:		49-6	10 EAST				NA			NA		06/11/2003
				From:		4	19-631									
617)	2.20	90	R								NA			NA		06/09/2003
	2.00			To: From:		49-6	07 EAST									00/00/0000
617)	2.00	70	R	To		49-61	2 SOUTH	[			NA			NA		06/09/2003
			_	From:			2 NORTH									00/11/5==
617)	1.80	60	R	_							NA			NA		06/11/2003
	2.60	60	R	From:		4	19-614				NA			NA		06/11/2003
617)	2.00		IX.	To:			19-616		1		INA			INA		00/11/2003
617)	4.90	100	R	From:		4	r/-U1U				NA			NA		06/11/2003
				To:		,	SR 14									

Dead Earl						King	Queen I										
SR   4		Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Double East		1.00	20	R	From:		5	SR 14				NA			NA		06/09/2003
2.80	010				To		De	ead End									
1.80   360   G   97%   2%   1%   0%   0%   0%   0%   0%   0   0.103   F   0.524   370   G   2004								19-721									
1.80   360   G   67%   2%   1%   0%   0%   0%   0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0%   0 0	(619)	2.80	450	G	To:	2%			0%	0%	F	0.091	F	0.727	460	G	2004
(20) 3.00 300 G G 97% 2% 1% 0% 0% 0% F 0.111 F 0.569 310 G 2004    Section	619	1.80	360	G		2%	1%	0%	0%	0%	С	0.109	F	0.524	370	G	2004
	(619)	3.00	300	G	97%	2%	1%	0%		0%	F	0.111	F	0.569	310	G	2004
2.20									ne								
SEL   LEAST		2 20	20	ь	From:		4	19-633				NΙΔ			NΔ		06/00/200
SEL   LEAST	(620)	2.20	20	K	To:		SR 1	14 WEST				INA			INA		00/09/2000
1.00   520   G   93%   0%   4%   0%   3%   0%   0%   0%   0%   0%   0					From:												
1.00   520   G   393%   0%   43%   0%   3%   0%   C   0.096   F   0.655   530   G   2004	(620)	2.89	170	G	To:	0%			3%	0%	F	0.152	F	0.58	170	G	2004
SR 14	620	1.00	520	G	93%	0%	4%	0%		0%	С	0.096	F	0.655	530	G	2004
										1							
1.05   200   6   97%   0%   2%   0%   0%   0%   0%   0%   0	621)	3.80	540	G	93%	0%			4%	0%	С	0.095	F	0.52	560	G	2004
C   0.49   410   G   97%   0%   2%   0%   0%   0%   0%   0%   0	021)						Essex (		ne								
Caroline County Line					From:		τ	JS 360									
623	622)	0.49	410	G	_	0%				0%	С	0.12	F	0.653	420	G	2004
1.05   200   G   93%   2%   2%   1%   2%   0%   0%   0   0.086   F   0.556   210   G   2004					From:		4	19-721									
623	(623)	1.05	200	G	93%	2%			2%	0%	С	0.086	F	0.556	210	G	2004
623 4.60 170 R NA NA 08/01/2000 623 1.80 30 R NA NA NA 06/02/2000 624 1.13 140 R NA NA 06/02/2000 625 1.60 180 G 93% 3% 3% 1% 1% 0% F 0.127 F 0.56 180 G 2004 626 1.50 170 G 93% 3% 3% 1% 1% 0% C 0.125 F 0.565 180 G 2004 626 1.10 120 R NA NA 06/27/2000 626 2.00 70 R NA NA NA 06/27/2000 626 0.46 7 R NA NA NA 06/02/2000																	
623		4.60	170	ь	From:		49-63	S NORTH	[			NΙΛ			NΙΛ		09/01/200
623	(623)	4.00	170	K	_							INA			INA		00/01/2000
624  1.13  140  R  49-635  NA  NA  NA  06/02/2003  624  1.97  80  R  Caroline County Line  1.60  180  G  93%  3%  3%  3%  1%  1%  06/02/2003  1.50  1.50  170  G  93%  3%  3%  3%  3%  1%  1%  1%  0%  Caroline County Line  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1.50  1		1.80	30	Р	From:		4	19-619				NΙΔ			NΔ		06/02/200
624  1.13  140  R  49-635  NA  NA  NA  06/02/2003  624  1.97  80  R  Caroline County Line  49-628  1.00  220  G  93%  3%  3%  3%  3%  1%  1%  0%  From  49-651  625  1.50  170  G  93%  3%  3%  3%  3%  1%  1%  0%  F  0.115  F  0.517  230  G  2004  625  1.50  170  G  93%  3%  3%  3%  3%  1%  1%  0%  F  0.115  F  0.517  230  G  2004  625  1.10  120  R  NA  NA  NA  NA  06/27/2006  626  0.46  7  R  Caroline County Line  NA  NA  NA  06/27/2006  NA  NA  NA  NA  06/02/2003	(623)	1.00	30	1	To:		Essex	County Lir	ne			INA			INA		00/02/200
624  1.13  140  R  49-689  NA  NA  NA  NA  06/02/2003  1.97  80  R  Caroline County Line  1.60  180  G  303/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/8  30/					From:												
1.97   80   R	(624)	1.13	140	R	<u>.                                    </u>			., 000				NA			NA		06/02/2003
624  1.97  80  R    Caroline County Line   NA   NA   NA   06/02/2003   Caroline County Line   NA   NA   06/02/2003					To			19-689		1							
Caroline County Line	(624)	1.97	80	R	From:		•					NA			NA		06/02/2003
625					To:		Caroline	County L	ine								
1.00   220   G   93%   3%   3%   1%   1%   0%   F   0.115   F   0.517   230   G   2004																	
1.00   220   G   93%   3%   3%   1%   1%   0%   F   0.115   F   0.517   230   G   2004	(625)	1.60	180	G	93%	3%	3%	1%	1%	0%	F	0.127	F	0.56	180	G	2004
625		1.00	220	G		3%			1%	0%	F	0.115	F	0.517	230	G	2004
625 1.50 170 G 93% 3% 3% 1% 1% 0% C 0.125 F 0.565 180 G 2004  625 1.10 120 R NA NA 06/27/2000  625 2.00 70 R  To Caroline County Line  From: 49-623  NA NA NA 06/02/2003  626 0.04 3 R  NA NA NA 06/02/2003	020				Total			19-721									
625 1.10 120 R NA NA 06/27/2000  625 2.00 70 R NA NA 06/27/2000  Caroline County Line  From: 49-623  NA NA NA 06/02/2003  From: 49-623  NA NA NA 06/02/2003  NA NA NA 06/02/2003	625)	1.50	170	G		3%			1%	0%	С	0.125	F	0.565	180	G	2004
625 2.00 <b>70</b> R NA NA 06/27/2000  To Caroline County Line  From: 49-623  NA NA NA 06/02/2003  From: 0.46 MN 49-623  NA NA NA 06/02/2003		4.40	400		To: From:		4	19-649				N I A			NI A		06/07/0000
625 2.00 <b>70</b> R To Caroline County Line NA NA 06/27/2000  From: 49-623  0.46 <b>7</b> R NA NA 06/02/2003  626 0.04 <b>3</b> R NA NA NA 06/02/2003	(625)	1.10	120	R	To		Δ	19-641				NA			NA		06/27/2000
626) 0.46 <b>7</b> R	(625)	2.00	70	R	From:			., 0.1				NA			NA		06/27/2000
626) 0.46 <b>7</b> R NA NA 06/02/2003 626) 0.04 <b>3</b> R NA NA 06/02/2003					To		Caroline	County L	ine								
(626) 0.04 <b>3</b> R NA NA 06/02/2003					From:		4	19-623									
(626) 0.04 <b>3</b> R NA NA 06/02/2003	(626)	0.46	7	R					-			NA			NA		06/02/2003
626) 0.04 <b>3 R</b> NA NA 06/02/2003					To: From:		0.46 N	MN 49-623	3								
To: Dead End	(626)	0.04	3	R								NA			NA		06/02/2003
	$\overline{}$				To:		De	ead End									

Route	Length	AADT	04	4Tire			Maintena Tru			- QC	K	OK	Dir	AAWDT	O\\\'	Year
	Lengin	AADI	ŲА	41116	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV	rear
King & Oueen County				From:		Carolin	e County L	ine								
(627)	2.04	80	R	To			49-721				NA			NA		06/27/2000
				From:			US 360									
628)	1.50	60	R	To:		40.7	21 SOUTH		1		NA			NA		06/02/2003
				From:			21 SOUTH 21 NORTH									
628	1.20	220	R								NA			NA		06/02/2003
628	1.40	40	R	From:		1.20	MW 49-72				NA			NA		06/02/2003
020				To: From:			W 49-721 C									
628)	1.80	20	R	Prom.		1.80 S	E 49-639 G	AΡ			NA			NA		06/02/2003
				To: From:			49-639									
628	1.80	80	R						_		NA			NA		06/02/2003
	1.90	220	G	From: 96%	0%	1%	49-625 1%	2%	0%	С	0.12	F	0.643	230	G	2004
628	1.90	220	<u> </u>	90 % To:			liam County		0%	١	0.12	Г	0.043	230	<u> </u>	2004
				From:			liam County	Line								
629	3.10	970	G	94% To:	1%	1%	0% SR 14	4%	0%	С	0.094	F	0.6	990	G	2004
				From:			49-631									
(630)	2.50	140	R								NA			NA		06/09/2003
				To: From:			49-612 Dead End									
(631)	1.45	130	R			L	read Elid				NA			NA		06/11/2003
				To: From:			14 EAST 14 WEST									
(631)	2.60	630	G	93%	1%	5%	0%	1%	0%	С	0.099	F	0.607	650	G	2004
				To: From:			49-632									
631)	1.45	300	G	93% To:	1%	5%	0% OUTH; 49-	1%	0%	F	0.097	F	0.571	310	G	2004
$\bigcirc$				From:		SR	14 NORTH									
(631)	1.58	210	G	93%	1%	5%	0%	1%	0%	F	0.089	F	0.55	210	G	2004
(631)	2.54	290	G	From: 93%	1%	5%	49-630 <b>0%</b>	1%	0%	F	0.1	F	0.567	290	G	2004
001)				To: From:		49-	620 EAST									
(631)	3.03	80	R	Prom.		49-	620 WEST				NA			NA		06/09/2003
				To: From:		SR	14 EAST 14 WEST									
(631)	0.98	120	R			JK.	14 WES1				NA			NA		06/09/2003
				To: From:			49-672									
(631)	1.44	160	R								NA			NA		06/02/2003
<u> </u>	0.06	180	R	From:		1.44	MW 49-67	2			NA			NA		06/02/2003
(631)	0.00	100		To:			360 EAST				11/-3			TVA		00/02/2000
(631)	2.20	360	G	96%	1%	US 2%	360 WEST 0%	1%	0%	C	0.096	F	0.71	360	G	2004
(031)	2.20			To:	. 70		49-650	. , 0			2.000	•	J., I			2007
(631)	2.15	90	R	From:							NA			NA		06/02/2003
				To:			49-619									
(632)	1.79	460	G	94%	0%	4%	49-633 <b>0%</b>	1%	0%	С	0.093	F	0.535	460	G	2004
				To:			49-631		]							
<u></u>	0.27	1	D	From:		Ι	Dead End				NA			NA		06/09/2003
633	0.27	4	R	To:			49-675				INA			INA		00/09/2003

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
King & Oueen County				From:			19-675	····			. 40101		. 40101			
633)	0.65	49	R	<u> </u>			+2-0/3				NA			NA		06/09/2003
				To: From:			34 SOUTH									
633)	1.41	250	R	rioni.		49-63	34 NORTI	1			NA			NA		08/01/2000
(033)				To		49-6	36 WEST									
633)	0.30	210	R	From:		., .	50 WEST				NA			NA		08/01/2000
				From:		49-6	36 EAST									
633)	0.69	180	R								NA			NA		06/09/2003
	1 21	240	R	From:		0.69	ME 49-63	6			NΙΛ			NIA		06/00/2002
633	1.31	210	ĸ	То:		49-62	9 NORTH	ł			NA			NA		06/09/2003
	4.70	400	_	From:			29 SOUTH									00/04/0000
633	1.70	160	R	_					-		NA			NA		08/01/2000
(622)	2.60	580	G	From: 96%	0%	3%	19-634 0%	0%	0%	С	0.088	F	0.558	590	G	2004
633	2.00	000		To	070		19-632	070	070		0.000		0.000	000		2004
633)	2.60	80	R	From:			+9-032				NA			NA		08/23/2000
				To:		SR 1	4; 49-631									
$\bigcirc$	1.05	640	•	From:	10/		19-633	60/	00/	_	0.000	_	0.6	CEO.		2004
634)	1.35	640	G	88% To:	1%	2% 49-6	2% 529 EAST	6%	0%	F	0.098	F	0.6	650	G	2004
				From:		49-6	29 WEST					_			_	
634)	1.72	480	G	88%	1%	2%	2%	6%	0%	F	0.108	F	0.609	490	G	2004
	1.78	400	G	From: 88%	1%	2%	19-636 <b>2%</b>	6%	0%	F	0.139	F	0.587	410	G	2004
634)	1.70	400		To	170		33 SOUTH		070	'	0.100		0.507	410		2004
634)	0.47	420	G	From: 88%	1%	2%	2%	6%	0%	F	0.130	F	0.593	430	G	2004
				To: From:		49-63	3 NORTH	ł								
634)	2.07	770	G	88%	1%	2%	2%	6%	0%	С	0.101	F	0.521	780	G	2004
				To: From:			SR 14									
635)	1.19	360	G	92%	2%	2%	19-721 <b>2%</b>	2%	0%	С	0.101	F	0.79	370	G	2004
033)				To-			23 SOUTH									
(635)	4.43	210	G	92%	2%	2%	2%	2%	0%	F	0.114	F	0.774	210	G	2004
				To:		Essex	County Li	ne								
	2.00	190	R	From:		2	19-634				NA			NA		06/09/2003
636)	2.00	130	IX.	To:		49-6	33 WEST				INA			INA		00/03/2003
	0.00	470	,	From:		49-6	33 EAST				NIA			NIA		00/00/0000
(636)	2.00	170	R	To:			SR 14				NA			NA		06/09/2003
				From:		D	ead End									
637)	1.40	190	R								NA			NA		06/09/2003
				To-			19-634									
638)	0.20	20	R	From:		49-62	20 SOUTE	·I			NA			NA		06/09/2003
(636)	0.20		• • • • • • • • • • • • • • • • • • • •	То:		49-62	0 NORTI	ł			1471			1471		00/00/2000
				From:			19-628									
639	0.45	100	R								NA			NA		06/02/2003
	4 4 5	200	D	From:			19-684				NI A			NI A		06/02/2022
639	1.15	390	R	To:		2	19-721				NA			NA		06/02/2003
				From-			19-721									
(640)	1.00	230	R	<u> </u>							NA			NA		06/02/2003
$\overline{}$				To:		1.00	MN 49-72	1								

					King Queen Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	/ Year
King & Oueen County				From:	1.00 MN 49-721				
(640)	1.30	120	R			NA		NA	06/02/200
				To:	49-623				
~				From:	49-652				
641)	2.00	90	R			NA		NA	06/02/200
<u> </u>				To:	49-625				
	0.20	90	R	From:	US 360	J NA		NIA	06/02/200
642)	0.30	80	ĸ	To:	49-628	NA I		NA	06/02/200
				From:	Dead End	1			
643)	0.83	240	R		Dead End	NA NA		NA	08/15/200
(043)				To:	SR 33	]			
				From:	49-601				
644)	1.40	140	R			NA		NA	06/17/200
				To:	SR 14				
				From:	Dead End				
645)	0.60	40	R			NA		NA	06/17/200
<u> </u>				To:	49-605				
	0.00	400	_	From:	SR 14				00/00/000
646)	0.20	160	R	To	49-678	NA I		NA	08/08/200
				Erom:		]			
	0.80	70	R	rion.	Dead End	NA NA		NA	06/26/200
647	0.00	70	1			11/7		IVA	00/20/200
	1.00	460	R	From:	0.80 ME Dead End	NI A		NIA	06/06/000
647)	1.00	160	ĸ	To:	49-609	NA I		NA	06/26/200
				From:		]			
640	1.40	140	R	<u> </u>	Dead End	NA NA		NA	08/08/200
648)			•	To:	49-605	1			00/00/200
				From:	49-625				
649	0.70	4	R	<u> </u>	., 320	NA		NA	06/02/200
				To:	Dead End				
				From:	49-631				
650	1.60	140	R			NA		NA	07/27/200
<u> </u>				To:	Essex County Line				
$\bigcirc$			_	From:	Dead End				
(651)	1.00	30	R			NA		NA	06/02/200
				To:	49-625				
	1.40	45	R	From:	49-721 WEST	NA NA		NA	06/02/200
652	1.40	43	K			, INA		INA	06/02/200
	0.00	400		From:	49-641	A I A		NIA.	06/00/000
(652)	0.60	190	R	To:	49-721 EAST	NA I		NA	06/02/2003
				From:					
(SE)	0.70	10	R	Prom.	49-609	NA NA		NA	06/26/2003
653	0.70		• • •	To:	Dead End			. •/ •	55/20/200
				From:	Dead End				
(654)	1.20	210	R	<u> </u>	Jone Dire	NA NA		NA	10/03/200
				To:	SR 14				
				From:	Dead End				
(655)	1.00	60	R			NA		NA	10/03/200
$\bigcirc$				To:	49-681				
				From:	Dead End				
656)	0.40	2	R			NA		NA	06/26/2003
$\overline{}$				To:	49-610				

					King Queen Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(' ()k	$\Delta \Delta (\Lambda/1) = (1) / (1)$	Year
King & Oueen County				From:	Dead End	1		
657)	1.28	100	R		2002	NA	NA 0	8/15/2000
$\bigcirc$				To:	SR 14			
$\bigcirc$	0.44	70	-	From:	49-605		NA O	0/47/000
658)	3.14	70	R	To:	49-601	NA 1	NA 0	06/17/200
				From:	Dead End	<u> </u>		
659	0.60	100	R			NA	NA 0	6/11/200
				To: From:	49-631	]		
659	1.80	6	R			NA	NA 0	6/11/200
$\smile$				To:	SR 14			
	2.10	180	R	From:	49-721	J NA	NA 0	08/01/200
660	2.10	100	K	To	49-619	]	INA U	0/01/200
				From:	Dead End			
661)	0.37	30	R			NA	NA 0	6/17/200
				To: From:	49-687	]		
(661)	0.31	210	R			NA	NA 0	6/17/200
				To:	SR 33			
	0.46	40	R	From:	Dead End	NA	NA 0	06/09/200
662	0.40	40	K	To:	49-634	]	INA U	0/09/200
				From:	Dead End			
663)	0.31	60	R			NA	NA 0	6/09/200
$\bigcup$				To:	49-629			
$\bigcirc$	0.05	440	-	From:	49-721		NA O	0.00.000
664	0.95	140	R	To:	Dead End	NA 1	NA 0	06/02/200
				From:	Dead End	<u> </u>		
665)	1.04	230	R	<u> </u>	Dodd Elid	NA	NA 0	6/02/200
<u> </u>				To:	49-721			
$\bigcirc$			_	From:	Dead End			
666	0.76	320	R			NA	NA 0	06/17/200
	0.60	420	R	From:	49-667	NA NA	NA 0	06/17/200
666	0.00	420	ĸ	To:	49-605	]	INA U	0/17/200
				From:	Dead End			
667)	1.20	40	R			NA	NA 0	8/08/200
$\bigcirc$				To:	49-666			
$\bigcirc$	0.05	400		From:	49-605		NA O	0.45/000
668	0.25	180	R	To:	Dead End	NA 1	NA 0	08/15/200
				From:	Dead End			
669	1.20	40	R	<u> </u>	Dead End	NA	NA 0	06/09/200
				To:	28-620; Essex County Line			
$\bigcirc$	_		_	From:	Dead End			
670	0.15	70	R	To:	SR 33	NA 1	NA 0	08/15/200
				From:		! 		
671)	0.87	50	R		Dead End	J NA	NA 0	06/02/200
<u></u>				To	49-641	]		
	<u> </u>			From:	49-631	<u> </u>		
672	0.84	90	R		- 1- :	NA 1	NA 0	06/02/200
				To:	Dead End			

						Queen maintenane								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T			K Factor	QK	Dir Factor	AAWDT	QW	Year
King & Oueen County				From:				1						
673)	0.79	160	R			49-619		J	NA			NA		06/02/2003
				To:		Dead End								
$\bigcirc$	2.00		_	From:		Dead End								00/45/0000
674)	0.29	40	R	To:		49-605		1	NA			NA		08/15/2000
				From:		Dead End								
675)	0.32	10	R					<b>-</b>	NA			NA		06/09/2003
<u> </u>				To:		49-633								
	0.26	80	R	From:		Dead End		j	NA			NA		08/15/2000
676	0.20	80	K	To:		SR 33		1	INA			INA		00/13/2000
				From:		Dead End O.26 MN								
677	0.26	20	R					_	NA			NA		06/02/2003
				To: From:		SR 14		}						
677)	0.19	30	R	To:		D 1E 1010MG		7	NA			NA		06/02/2003
				From:		Dead End O.19 MS		1						
678	0.17	190	R			SR 33		1	NA			NA		08/08/2000
678)				To:		SR 14 WEST								
678)	1.24	840	G	92%	0%		% 0%	С	0.104	F	0.581	860	G	2004
<u> </u>				To:		SR 14 EAST								
$\bigcirc$	4.40			From:		SR 33 WEST								00/00/000
679	1.18	20	R	To:		SR 33 EAST		7	NA			NA		08/08/2000
				From:		Cul-de-Sac								
680	0.49	70	R			car de sac		_1	NA			NA		06/17/2003
				To:		49-605								
$\bigcirc$	0.00	200		From:		SR 14			NIA			NIA		00/44/0000
681)	0.28	280	R	To:		SR 14		7	NA			NA		06/11/2003
				From:		US 360								
682)	0.15	30	R					<b>-</b>	NA			NA		07/27/2000
				To:		Dead End								
	0.07	70	R	From:		Dead End			NA			NΙΔ		00/45/2000
683	0.07	70	ĸ	To:		SR 33		1	INA			NA		08/15/2000
				From:		Dead End								
684)	1.37	90	R					_	NA			NA		08/01/2000
				To:		49-639								
(a)	0.64	50	R	From:		SR 14		J	NA			NA		08/23/2000
685	0.04	30	IX.	To:		0.643.01.00.14		7	INA			INA		00/23/2000
(685)	0.16	60	R	From:		0.64 MN SR 14			NA			NA		08/23/2000
(000)				To:		Dead End								
				From:		Dead End								
686	0.06	70	R	To:		GD 22		7	NA			NA		08/15/2000
				From:		SR 33		<del>!                                    </del>						
(687)	0.26	60	R			Dead End		J	NA			NA		08/15/2000
001)				To		49-661								
				From:		49-691		]						
688	0.15	20	R	To		P 1F 1		7	NA			NA		06/17/2003
				To:		Dead End								

							Tru	ıck			K	<u></u>	Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
King & Oueen County				From:		4	49-624									
(689)	0.26	10	R	To		D	ead End			I	NA			NA		08/11/2000
				From:			ead End									
690)	0.26	70	R	<u> </u>			cau Enu				NA			NA		08/15/2000
				To:		4	49-661									
$\bigcirc$	0.00	20	-	From:		4	49-605				NIA			NIA		00/47/0000
691)	0.22	30	R	To:			SR 33				NA			NA		06/17/2003
				From:		D	ead End									
692)	0.06	80	R								NA			NA		10/05/2000
				To: From:			49-632									
(602)	0.40	70	R	From:		D	ead End				NA			NA		08/11/2000
693)	0.40		• • • • • • • • • • • • • • • • • • • •	To:		4	49-721				1471			147 (		00/11/2000
				From:		4	49-608									
(700)	0.14	90	R	To:						Ì	NA			NA		06/26/2003
				From:			49-701									
(701)	0.17	30	R	<u> </u>			49-608				NA			NA		08/08/2000
<u>((0)</u>				To		4	49-700									
$\overline{}$				From:			360; SR 14			_					_	
(721)	1.60	2700	G	93%	1%	2%	1%	4%	0%	С	0.109	F	0.723	2800	G	2004
	3.94	1700	G	From: 93%	1%	2%	49-619 <b>1%</b>	4%	0%	F	0.090	F	0.53	1800	G	2004
721)	3.94	1700	G	93 /0	1 /0			4 /0	076		0.090		0.55	1000	G	2004
721)	2.66	1700	G	93%	1%	2%	49-639 <b>1%</b>	4%	0%	F	0.096	F	0.564	1700	G	2004
				To			49-635									
721)	1.12	930	G	93%	1%	2%	1%	4%	0%	F	0.091	F	0.550	950	G	2004
				To: From:		4	49-623									
721)	1.79	790	G	93%	1%	2%	1%	4%	0%	F	0.088	F	0.510	800	G	2004
				From:	401		49-627	404	201	<u> </u>						
721)	2.84	630	G	93% To:	1%	2% Caroline	1% e County L	4%	0%	F	0.093	F	0.556	640	G	2004
				From:			ıl-de-Sac									
(725)	0.34	80	R								NA			NA		06/11/2003
				To:			49-659									
	0.40	100	R	From:		4	9-1001				NA			NA		06/11/2003
1000	0.40	100	K	To:		4	49-631				INA			INA		00/11/2003
				From:		Cı	ıl-de-Sac									
(1001)	0.35	40	R							•'	NA			NA		06/11/2003
$\frac{\circ}{\circ}$				To: From:		4	9-1000									
1001)	0.15	45	R	To:		C	ıl-de-Sac			İ	NA			NA		06/11/2003
				From:			49-629									
(1202)	0.20	30	R	<u> </u>			., 00,				NA			NA		08/23/2000
				To:			ead End			<u> </u>						
<u> </u>	0.20	120	В	From:		-	49-629				NIA			NA		06/00/2002
(1203)	0.30	130	R	To:		D	ead End				NA			NΑ		06/09/2003
				From:			Hill High	Sch								
9211)	0.09	80	R								NA			NA		10/18/2000
$\overline{}$				To			SR 14									

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Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor Fac	AAWDT QW	Year
King & Oueen County								
				From:	Mariott Elem Sch			
(9212)	0.12	30	R			NA	NA	06/26/2003
				To-	49-721			
-				From:	K & Q Cen High School			
(9493)	0.05	90	R			NA	NA	10/18/2000
				т	0.053/17/07/14			
	0.46	400		From:	0.05 ME SR 14	NIA	NIA	40/40/0000
(9493)	0.16	120	R			NA	NA	10/18/2000
				To:	SR 14			
				From:	Lawson Elem Sch			
(9958)	0.08	70	R			NA	NA	10/18/2000
				To:	49-721			
					•			